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SUMMARY

THE OKRUG AND MANAGEMENT OF RAILROAD ECONOMY

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The Southwest Okrug was organized in July 1946 as a combination of six railroad systems: the Southwest, Vinnitsa, Odessa, Kishinev, L'vov, and Kovel'.

After the war, these railroads were transformed into important trunk lines for freight to and from Czechoslovakia, Poland and Rumania. Coal, petroleum, grain, and building materials became the principal freight (54 percent of the total turnover) transported on the railroads of the okrug.

Destroyed during the war were about 10,000 kilometers of track, more than 80 kilometers of track structures, 2,200 track buildings, about 100 roundhouses, 100 turntables, 240 waterworks, 238 water towers, more than 500 passenger stations, approximately 350,000 square meters of living space, and nearly 300 social and cultural buildings and installations of other types.

To date more than 8,000 kilometers of track, 200,000 square meters of living space, and 114 social and cultural buildings on the main lines have been reconstructed. However, the reconstruction has only begun. The Five-Year Plan provides 2.4 billion rubles for the reconstruction and economic development of the railroads of the Southwest Okrug, or more than 10 percent of the capital released for all railroad reconstruction.

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The plan specifies lengthening of the main lines, development of the most important junctions, and reconstruction and construction of 265 roundhouses and 133 water towers. Power generated at the electric stations will be 1.5-2 times greater than before the war. Twelve car sheds, 12 rolling-stock repair stations, and two wheel shops are being reconstructed. Under the plan, 242 terminals will be reconstructed and constructed, 886 kilometers of station track and seven switch yards laid, and about 2,000 railroad switches centralized. Reconstruction and development of 265,000 square meters of living space has been planned. This will result in an increase of 31 percent over the pre-war living space in the same region. Reconstructed or constructed will be 25 hospitals, 60 polyclinics and dispensaries, 5 sanatoriums, nurseries at 1,460 points, kindergartens at 2,350, and schools in 2,400 localities.

By 1950 freight traffic on the railroads of the okrug will be 56 percent greater than before the war. The increase in turnover of lumber freight will be 250 percent, mineral construction materials 79 percent, grain 30 percent. The average daily freight loading will have risen 24.2 percent by 1950.

The okrug should incorporate all the managerial, economic and operational activities of the railroads.

The okrug has succeeded in cutting down on pettifoggery and the anti-government practice of nonreception of trains at system connecting points. Delays due to nonreception of trains by adjoining railroads have been reduced from 8,960 hours in June 1946 to 430 hours in January 1947, and delays within the various railroad systems from 4,280 to 590 hours.

During the 5 months following organization of the okrug, it reduced the operating park on its individual systems by 8,640 cars, of which 4,560 cars were locally used freight cars. This pooling of okrug rolling stock made it possible for the okrug to use its own internal rolling-stock resources without needing additional empty cars to assure increase in its freight handling.

During the last 5 months, the average daily arrival of open coal-carrying rolling stock into the railroads of the okrug has been cut down by 114 cars. At the same time, through its own resources, the okrug was able to increase the delivery of empty cars to adjoining railroads by an average of 60 cars daily, while increasing the usual daily average loading by 616 car-loads. In doing this the railroads of the okrug delivered 100 more cars to adjoining railroads than were delivered in the second quarter of 1946.

In the interests of accelerating traffic, lightening the work of important junctions, and increasing the distance traveled by the trains before reclassification, the okrug undertook revision of the train make-up plan for its railroad systems during the winter period. The make-up plans of such important junctions as Darnitsa, Zhmerinka, Vapnyarka, Kotovsk, L'vov, and others were reviewed.

As a result, reclassification was reduced by 1,248 cars per day, demurrage was decreased by 1,872 car-hours, time saved in reclassification of cars amounted to 4,368 car-hours, and the average distance run by a car before reclassification was increased 70 kilometers over the distance achieved by the old make-up plans.

In the field of locomotive management the okrug advanced its repair program. In the second quarter, the program of locomotive over-hauling was 94.7 percent fulfilled, in the third quarter 98 percent, and in the 2 months of the fourth quarter 110.5 percent.

In September the plan for car repair was not fulfilled, but in October the medium repair plan was exceeded by 28 cars, and the plan for yearly repairs by 13 cars. At the start of the second 10-day period of December, the okrug had fulfilled the year's plan for medium and capital repairs.

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Practicing internal redistribution, the Kovel' and Kishinev Systems helped supply the Vinnitsa and Odessa Systems with lumber. Wheel couples from the Odessa and Kishinev Systems and spare parts from other railroads of the okrug were sent to L'vov System.

The okrug took measures to distribute crossties to the systems. In the first 6 months the Southwest System, which had its own crosstie sawing centers, obtained approximately 30,000 crossties. The okrug arranged to have 28,000 of these delivered to the Vinnitsa System, which needed them most.

Shops for manufacture of spikes, bolts and nuts have been organized on the Kishinev Railroad System. Labor productivity is high, and cost of production is lower than planned. Conveyor welding of armatures for anticreepers, using a circular revolving table, has also been organized. Productivity of labor in this process is four times as great as that achieved by previous welding methods.

The change-over of welding units and electric power plants from liquid fuel to gas in only two districts of the Southwest Railroad System provides a fuel saving of approximately 100 tons a year.

On the initiative of the Okrug Track Administration, welding machines have been shifted from train-generated power to city current, and the trains themselves freed for use under line conditions where no electric power is otherwise available.

Since it came into existence, the okrug has equipped and put into operation ten telephone communication channels, which provide an average of three to four channels for each railroad system. The okrug's goal for 1947 is to provide the railroads with telephone communication of not less than six channels and independent communication between the okrug control section and the control sections of the railroad systems.

The most interesting operation is the setting up of teletype communication between the administrations of the okrug and all its economic units. This is a new system, the first to be in operation on USSR railroads. Teletype machines will be set up in the operations rooms of the system division, the traffic sections, locomotive and rolling stock sections, track sections, stations and depots. System administrations will have direct teletype contact with the corresponding okrug administrations. This contact will not only improve the managerial system but will ease the load on the telegraph and telephone circuits to a great extent. The teletype will not require the installation of new lines. It will be superimposed on existing circuits.

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